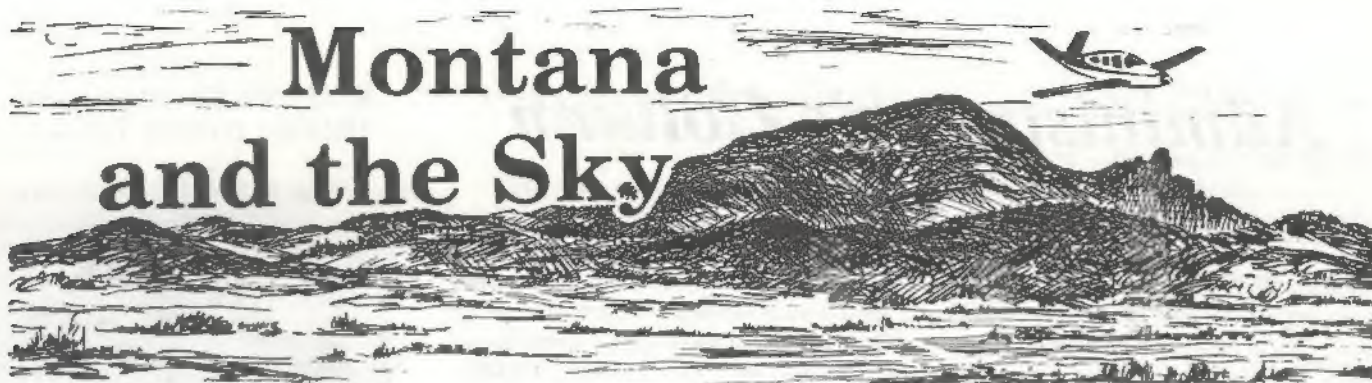


Montana and the Sky



Vol. 39, No. 12

MONTANA AERONAUTICS DIVISION

December 1988

SATURDAY BANQUET TO FEATURE ANN PELLEGRENO

Aviation historian and author Ann Holtgren Pellegrino has accepted an invitation to appear as featured speaker at the Saturday evening banquet at the 1989 Montana Aviation Conference in Butte. Her presentation will feature her recreation of Amelia Earhart's fateful 1937 journey. Pellegrino made her flight in a Lockheed 10, sister ship to the one Earhart flew.

The Conference is scheduled for March 1 - 4, 1989, at the Copper King Inn. All eight Montana aviation organizations will participate in the Conference being co-sponsored by the Montana Aeronautics Division and the Montana Pilots Association.

Pellegrino's talk is entitled "World Flight, The Earhart Trail." She will recount her around-the-world flight commemorating the 30th anniversary of Earhart's trip and will discuss the Earhart mystery, including the latest theories. Her presentation includes slides taken during her world flight.

For Ann Pellegrino, the saga began in 1962 when Lee Koepke, an airline mechanic, mentioned that he was rebuilding a Lockheed 10 and suggested that Pellegrino might consider flying it around the world to commemorate that other flight. At that time she was a new pilot with only 100 hours' flying time. By the fall of 1966 the Lockheed was flying and Pellegrino had received her commercial, instrument, and multiengine ratings. She read a copy of The Search for Amelia Earhart and decided then that she must make the flight.

"World Flight" is her account of that venture. Overweight take-offs and flights over vast stretches of lonely ocean add to the tension of flying the Lockheed toward her ultimate goal - tiny, windswept

Howland Island. The final part of her presentation is background material and information on theories on the Earhart mystery.

Born and raised in the Chicago area, Ann received a degree in music from the University of Michigan and for a time taught English. Today she and her husband Don, a college professor, live on an Iowa farm with a landing strip which serves as a base for their flying activities. These activities include restoration of antique airplanes.

Her first book, World Flight. The Earhart Trail, received the Nonfiction Book Award from the Aviation/Space Writers Association in 1972. She has since published Iowa Takes to the Air. Volume One, for which she received a Citation in the Technical and Reference category from the Aviation/Space Writers Association in 1981, and Iowa Takes to the Air. Volume Two.

Pellegrino's articles have appeared in McCall's, Air Progress, Air Trails, Sport (continued on page 3)



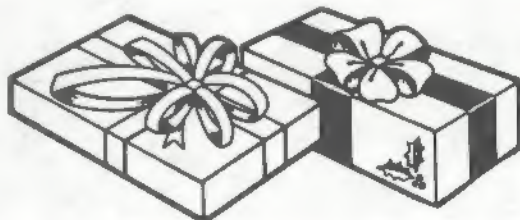
Ann Pellegrino in the 1937, Model 10, Lockheed Electra which she piloted around the world in commemoration of the 30th anniversary of Amelia Earhart's flight.

Administrator's Column

Disaster for Small Community Air Service. The U.S. Department of Transportation issued a Notice of Proposed Rulemaking (NPRM) which proposes to set regulations which will eliminate the subsidy for many small communities throughout the nation who are presently receiving air service. These small communities are receiving Essential Air Service under the provisions of the 1978 Airline Deregulation Act which guaranteed continued air service for ten years. This provision would have terminated on October 24, 1988. However, Congress enacted legislation to extend the EAS program for an additional ten years. The problem now being faced by the U.S. DOT is that Congress failed to adequately fund the program and a \$6.6 million shortfall resulted. The proposed elimination of subsidy will effectively reduce or completely eliminate scheduled airline service to the Montana communities of Lewistown, Havre, Glasgow, Wolf Point, Sidney, Glendive, and Miles City. Williston, North Dakota, will also be cut. It appears that West Yellowstone will not be affected. One of the key criteria affecting the Montana communities in determining the subsidy cuts is a minimum requirement of 20 passenger enplanements per day. The affected Montana communities fall far short of this requirement. If this DOT proposal is implemented, it will be devastating to Montana's air transportation system and certainly will have a negative economic impact on the affected communities, the state, and on the national air transportation system as well. The DOT is giving until January 3, 1989, (the day Congress reconvenes) to comment on this proposal. If you are interested in responding, you may write to Documentary Services Division, Attention: Docket Section, Room 4107, Docket No. 45995, Department of Transportation C-55, Washington, DC 20590. You should also send copies of your comments to our Montana Congressional delegation.

Montanans Win National Awards. Two Montana aircraft owners were honored during the 1988 EAA Oshkosh awards ceremony. Frank Bass of Moore, Montana, received the prestigious Silver Age Champion (1923-1932) Antique Aircraft Award for his beautifully restored 1929 Kari Keen. Lannie and Jamie Hanson of Glasgow were honored by receiving the "Outstanding In Type" award for their beautifully restored 1954 Cessna 180. The annual Experimental Aircraft Association fly-in convention is the largest aviation event in the world, and unless you have been there, it's difficult to comprehend the magnitude of competition for these coveted awards. Your aircraft simply must be a far cut above average to even be judged. I would like to congratulate both Frank Bass and Lannie and Jamie Hanson for bringing home the "gold." We Montana aviation people are proud of you! See photos elsewhere in this publication.

Christmas Wishes. On behalf of the Aeronautics Board and the Division, I would like to take this opportunity to wish you all a very Merry Christmas and safe flying in 1989.



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DEADLINE NEARS FOR FLIGHT SCHOLARSHIP

January 31, 1989, is the deadline for applications for the \$200 Van De Riet Flight Scholarship. The scholarship will be presented during the 1989 Montana Aviation Conference in Butte in March.

The scholarship was established as a memorial to Jack Van De Riet by his wife Ruth. It is to be used to help defray costs of flight instruction.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying and outlining outstanding achievement, future career goals, and past aviation experience.

Letters of application should be sent to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Call Fred Hasskamp at the Division at 444-2506 for more information.

AIRLINK NAMED CENTENNIAL AIRLINE

Northwest Airlink has been designated the official airline of the centennial by the Montana Statehood Centennial Commission.

In announcing the selection, Lt. Gov. Gordon McOmber, chairman of the Commission, said that NW Airlink, the only airline based in Montana, "will play a big part in the success of our state's year-long celebration.

BUTTE AV ED CLASS VISITS HELENA AIRPORT



Bob Conklin's aviation class from Butte High School recently traveled to Helena on a career awareness airport tour. The students met with Fred Hasskamp at the Aeronautics Division, visited the various airport facilities, and were taken on a short orientation flight in the Division's A-36. The aviation class in Butte is in its second year.

AMRS TO BE OFFERED AT CONFERENCE

The 1989 Aircraft Mechanics Refresher Seminar sponsored by the Montana Aeronautics Division will be held in conjunction with the Montana Aviation Conference March 2 - 4 in Butte.

The Seminar is scheduled to begin Thursday, March 2, 1989, at 10:00 a.m. at the Copper King Inn. The Federal Aviation Administration's Helena Flight Standards District Office will take part in the Seminar, the only FAA IA renewal refresher seminar to be conducted prior to the IA renewal date.

In addition to the participation of the FAA, Seminar speakers have been secured who will discuss new methods and products and answer questions and assist with problems which have come up during the past year.

Make plans now to participate in the AMRS and the 1989 Aviation Conference.

SATURDAY BANQUET

(continued from page 1)

Aviation, Antique Airplane News, and The Annals of Iowa. Her aeronautical ratings include a commercial pilot's license with instrument and multiengine ratings as well as flight instructor ratings for airplanes and instruments.

The banquet will be Saturday, March 4, at the convention center of the Copper King Inn beginning at 7:00 p.m.

CALENDAR

Jan. 31 - Deadline for Van De Riet Flight Scholarship Applications.

Feb. 17 - 19 - Flight Instructor Refresher Clinic, Helena.

March 1 - 4 - Montana Aviation Conference, Copper King Inn, Butte.

March 2 - 4 - Aircraft Mechanics Refresher Seminar, Montana Aviation Conference, Butte.

June 12 - 30 - Aerospace Education Teacher Workshops.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 28 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.



MARSHALL ELECTED TO RAA POST



Terry Marshall, president of Northwest Airlink and member of the Montana Aeronautics Board, was recently elected treasurer of the Regional Airline Association (RAA). The RAA board meeting was held in Denver.

Northwest Airlink serves 17 cities in Montana, Washington, and North Dakota. Marshall will complete a three-year term on the RAA board of directors in 1989.

The RAA is a national association of regional and commuter airlines with 78 member carriers.

NATA CHIEF TO ADDRESS LUNCHEON



Speaker for the kick-off luncheon at the fifth Montana Aviation Conference will be Lawrence L. Burian. The luncheon is scheduled for 11:30 March 2, 1989, at the Copper King Inn in Butte.

Lawrence L. "Larry" Burian is president of the National Air Transportation Association (NATA), the public policy group representing the business interests of companies that provide commercial aviation ground service, support, and transportation services - companies that are commonly referred to as fixed base operators, or FBOs, and on-demand air charter operators.

The nation's primary spokesman for these general aviation service companies, Burian represents NATA's membership before a wide range of aviation groups, both houses of Congress, the FAA, the Customs Service and IRS, and other government agencies that have an impact on small business.

Burian was elected president in 1975 after joining the Association's Washington, DC, staff as vice president of Industry Affairs in 1974.

Presently, Burian is serving as administrator to the General Aviation Task Force overseeing the implementation of the General Aviation Market Expansion Plan (GAME Plan), a comprehensive three-year effort designed to increase public awareness, understanding, and usage of general aviation services.

Having begun flying in 1949, his aviation career includes experience as the manager of a fixed base operation. Burian holds multiengine and instrument ratings and has logged more than 4,800 hours of civil flying time. He is a former multiengine and instrument flight instructor and ground instructor with instrument ratings. A U.S.

Air Force veteran of the Korean War era, Burian also served in the Air National Guard, taught college level aviation courses, and published many technical and aviation articles.

Burian was raised on a farm in central Missouri and attended Washington and Missouri universities in St. Louis where he made his home prior to joining NATA. His professional affiliations include the Aircraft Owners and Pilots Association, the American Association of Airport Executives, the FAA's National Airspace Review Executive Steering Committee, the National Aeronautic Association, the Missouri Pilots Association, the Colorado Pilots Association, and others.

Reservations for the Thursday kick-off luncheon must be made by preregistration. A Conference registration form is included elsewhere in this publication.

AIRCRAFT REGISTRATION BEGINS FOR '89

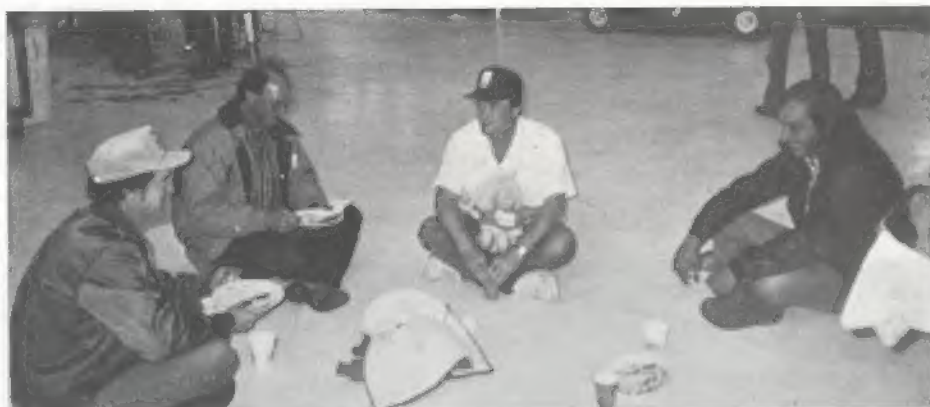
Statements have been mailed to all Montana aircraft owners with fee charges for their 1989 Montana aircraft registration.

Registration is mandatory and the registration deadline is March 1 each year. **WHEN AN AIRCRAFT REQUIRED TO BE REGISTERED IS NOT REGISTERED ON OR BEFORE MARCH 1, A PENALTY OF FIVE TIMES THE ANNUAL REGISTRATION FEE MUST BE ADDED TO THE REGISTRATION FEE.** Montana registration law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration...commits a misdemeanor."

Questions on registration should be directed to Ray Austin, Supervisor of Safety and Compliance, Montana Aeronautics Division, Box 5178, Helena, Montana 59604, phone 406-444-2506.

GREAT FALLS HANGAR HOSTS PIG ROAST

The Great Falls Hangar of the MPA sponsored and hosted a pig roast on October 29 as a hospitality/membership drive for local area pilots. As the photos below attest, it was a great success.



MEET YOUR FSS WEEK OBSERVED

In April 1988, the Air Traffic Procedures Advisory Committee of the FAA made a recommendation to the FAA suggesting the development of a plan to promote pilot/air traffic controller awareness in the vital area of interactive communications.

The month of November was designated as the prime focus period. During the month, air traffic control facilities throughout the nation reached out to pilots in an effort to enhance pilot/controller communications.

Specific areas of interest and concern included controller hearback problems, pilot and controller phraseology, enunciation,

headsets vs. speakers, radio discipline, intracockpit communications, blocked transmissions, readback techniques, proper initial radio contact procedures, and others.

In support of the program, the Montana Flight Service Stations held a "Meet Your Flight Service Station Week" during the period of October 31 to November 5. Personnel from the nine FSSs visited airports and system users during the week, and a statewide open house was held on November 5 in each of the nine communities where there is a FSS facility. Photos below were taken during the FSS open house in Great Falls.



Chris Cheney, FSS Specialist, explains weather information availability to Jim Cooney, Helena FSDO, Diana Cooney, and Paul Mousseau, Helena Tower.



Ron Erickson, Control Tower Manager, Great Falls, and Gerald Dunn, Great Falls FSS Hub Manager, at the FSS open house November 5.

AUTOMATED WEATHER OBSERVATION SYSTEMS (AWOS)

By: Gerald C. Burrows, Chief
Airport/Airways Bureau

New Automated Weather Observation Systems (AWOS) are scheduled to be operational at Cut Bank, Glendive, and Sidney, Montana, by September 1989.

The AWOS program is designed to provide accurate weather data at airports with instrument approach procedures that don't have FAA operated control towers or adequate weather observation capability. The AWOS unit measures and reports wind speed and direction, air temperature, dew point temperature, barometric pressure, visibility and cloud height to pilots by a computer generated voice over a ground-to-air radio.

The system operates through a series of sensors installed near the touchdown zone of an airport's primary instrument approach runway. The sensors continuously monitor weather conditions and relay the information to the system's microcomputer. The computer then converts the data into a synthesized voice message for broadcast.

AWOS will operate 24 hours a day, seven days a week to provide pilots with minute-by-minute weather updates.

The Aeronautics Division is providing new solid state nondirectional radio beacons (NDBs) with voice at Sidney and Glendive as the broadcasting facility for the AWOS stations. We will have our new transmitters in place in early 1989 or as soon as we receive necessary licenses from the FCC and the FAA.

Qualimetrics, Inc. has received a contract from the FAA for 160 AWOS stations nationwide starting April 1989 and running through November 1990. They will provide the hardware/software, delivery, checkout, installation, and maintenance for five years.



BIG SKY ADDS JETSTREAM SUPER 31



Big Sky Transportation Company, dba Northwest Airlink, has begun service in their new British Aerospace Jetstream Super 31 regional airliners. The Jetstream Super 31 is the state-of-the-art successor to British Aerospace's Jetstream 31, the world's best-selling 19 passenger pressurized airliner. The aircraft is renowned for its high standard of comfort, with stand-up headroom in a six foot diameter cabin. The new Jetstream Super 31s incorporate some significant improvements including more powerful engines and a restyled interior. The new aircraft are also equipped with high back seats, folding tray tables, lavatories, and triple-pane windows for extra quietness.

MONTANA PILOTS WIN OSHKOSH AWARDS



Frank Bass, Moore, with his 1929 Kari Keen, recipient of the Silver Age Champion Antique Aircraft Award.



Lannie and Jamie Hanson, Glasgow, with their 1954 Cessna 180, winner of the Outstanding In Type Award. (See Administrator's Column for details.)

NATA CLARIFIES AVGAS TAX COLLECTION CHANGES

By: Fred Hasskamp, Chief
Safety and Education Bureau

The IRS has revised the tax collection procedure for sales of aviation gasoline.

Under the revised tax structure, the manufacturer or wholesaler collects 9.1 cents per gallon (9 cents a gallon manufacturers' tax plus .1 cent per gallon Leaking Underground Storage Tank (LUST) tax). The retailer collects 2.9 cents per gallon (the tax on gasoline used in noncommercial aviation) for a total of 12 cents per gallon. Properly registered tax exempt customers may exempt themselves from paying the 2.9 cents per gallon at the retail level but must pay the remaining 9.1 cents per gallon to the retailer. The exempt customer can either apply for a credit or a refund of the 9 cents per gallon manufacturers' tax (the LUST tax is not refundable and must be paid by all users).

This tax change went into effect April 1, 1988, and is reflected on the Form 720 used when filing federal excise taxes.

NEW RULES ISSUED ON TCAS

By: Fred Hasskamp, Chief
Safety and Education Bureau

Effective January 12, 1989, all TCAs will be designated only as TCAs. There will no longer be Group I, II, or III TCAs.

All pilots are required to hold at least a private certificate to operate in TCAs with the following exception: students specifically trained and who have a current log book endorsement to that effect may operate in TCAs except at the 12 specific TCA primary airports where those operations are currently prohibited.



TENTATIVE SCHEDULE — 1989 AVIATION CONFERENCE

Wednesday, March 1

Afternoon

Booth Set-up

Evening

Ag Operators Dinner

Thursday, March 2

Morning

Ag Operators Seminar
Mechanics Seminar
Concurrent Sessions

Luncheon

Kick-off Luncheon Speaker:
Lawrence Burian, President
National Air Transportation
Association

Afternoon

Ag Operators Seminar
Mechanics Seminar
Concurrent Sessions
Ag Operators Business Meeting
MAMA Business Meeting

Friday, March 3

Morning

Mechanics Seminar
Concurrent Sessions
Flying Friend Seminar

Luncheon

Free to Registrants — in the
Exhibit Area

Afternoon

FAA Availability Session
Concurrent Sessions
MATA Business Meeting

Evening

Hospitality Hour in Exhibit Area

Saturday, March 4

Morning

Mechanics Seminar
MPA Business Meeting
EAA Business Meeting
MAAA Business Meeting
MFF Business Meeting
Program for Students
Concurrent Sessions

Luncheon

Speaker: Frank Kingston Smith,
Piper Aircraft
Awards

Afternoon

Concurrent Sessions
99s Business Meeting

Evening

Banquet Speaker: Ann Pellegrino,
Author and Aviation Historian

Rooms have been blocked at the Copper King Inn at \$40.00 single; \$45 double. Phone 494-6666. Additional rooms have been blocked at the War Bonnet Inn at \$44 single; \$49 double. Phone 494-7800. Shuttle service will be available between the Copper King and other motels.

MONTANA AVIATION CONFERENCE — MARCH 1 - 4, 1989

MAIL TO:

Montana Aviation Conference
P. O. Box 5178
Helena, Montana 59604

PLEASE PRINT OR TYPE

NAME(S) OF PARTICIPANT(S) (for name tags) _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
(choose one for name tag)

PLEASE MAKE THE FOLLOWING RESERVATIONS:

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

MPA	_____	99s	_____	Reg. Fee —	_____ @ \$25	_____ @35	\$ _____
MATA	_____	MAAA	_____	Thursday Luncheon —	_____ @ \$8		\$ _____
MAMA	_____	EAA	_____	Friday Luncheon —	_____ Free		\$ _____
MFF	_____	CAP	_____	Saturday Luncheon —	_____ @ \$8		\$ _____
Other	_____			Saturday Banquet —	_____ @ \$20		\$ _____
Nonaffiliated	_____						

TOTAL ENCLOSED:\$ _____

FAA ISSUES CERTIFICATES

PRIVATE

Robben Mills Bozeman
 Jean Cowie White Sulphur Springs
 Jeff Hanson Helena
 William Loop Lakeside
 Duane Shumaker Great Falls
 Doris Hartman Helena
 Brian Wadsworth Big Sky
 Cari Fullerton Bozeman
 Marian Cook Belgrade
 Alden Beard Elliston
 Terri Anderson Hamilton
 Bradley Hess Glendive
 David Miklos Billings
 George Whisenhunt Billings
 (Glider)

INSTRUMENT

Earl Jensen Glendive
 Scott Farmer Billings

ATP

John Roark Billings

INSTRUCTOR

Deidra Fuller Billings
 Jeffrey Parrott Roundup
 Richard Trebas Great Falls
 (Ground)

INSTRUCTOR INSTRUMENT

Andrew Taylor Fort Benton
 Gale Nayematsu Billings

INSTRUCTOR RENEW/REINSTATE

Robert Palmersheim Fromberg
 Roger Meggers Baker
 Stanley Monger Belgrade
 Kemper Hall Helena
 Robert VanMeter East Helena
 Rodney Baird Billings
 Stanley Wear Billings
 Jay Nance Birney
 Jack Smallwood Helena
 John Lynch Billings

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Merry Christmas